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CONFIDENTIAL  
INFORMATION REPORT

COUNTRY USSR, Korea, China  
SUBJECT Air Information: Soviet Air Transportation from Vladivostok to Points in the USSR, Korea and Manchuria

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH  
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Although the Soviet air transportation facilities to and from Vladivostok are provided by ostensibly civilian air lines [?] the Civil Air Fleet/, these lines are actually subject to military regulations and supervision and are used for primarily military purposes. Regular flights are scheduled along routes running into North Korea and Manchuria as well as within the USSR. In addition to military supplies, civilian passengers and mail are carried.

2. Planes used most frequently in these transport activities are converted Soviet D B-3 bombers and American B-25 bombers, and A R K planes. The D B-3 is a single low-wing plane with twin air-cooled engines, elevators and rudder streamlined to the body, and with a maximum speed of 420 kilometers per hour. Its cargo capacity is .85 to 1.3 tons and its flying time, six hours.

25X1

[ ] Note: No information is available on the "A R K."/

3. Supplies airlifted from Vladivostok to North Korea consist chiefly of ammunition and clothing in amounts averaging about 400 tons per month. Ammunition and clothing shipped from Vladivostok to Manchuria average about 100 tons per month.
4. The following flights from Vladivostok were regularly scheduled in April 1947:

VIA

[Unstated]

TO

Moscow, USSR

Sofgani (140-35, 49-20) [?] Sovetskaya Gavan, 140-18, 48-58/--Aleksandrovsk (142-10, 50-54)--Nikolayevsk (140-42, 53-10)--Ayan (138-10, 56-27) Okhotok (143-18, 59-25)--Nota [unlocated]--and Borsetak [?] Bolsheretsk, 156-35, 42-54/. Total distance is 4,000 flight kilometers.

Direct

Khabarovsk (135-06, 46-30)

Vapusk [unlocated]

Grodekovo (131-24, 44-25) and Podgornaya (130-38, 42-24)

Ol'ga (135-15, 43-45)

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Petropavlovsk (158-46, 53-01), USSR

Petropavlovsk, USSR

Mogocha (119-46, 52-45), USSR

Vladimiro-Aleksandrovskoye, USSR  
[Vladimirovka] (133-04, 42-54)

Voroshilov (131-55, 43-47), USSR\*

Tetyukhe (135-51, 44-22), USSR

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[ ] Note: The route as reported seems quite improbable; it is possible that the order of stops is actually Vladivostok, Voroshilov, Grodekovo and Podgornaya./

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-2-

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VIA

Pos'yet (130-48, 42-39) and Namam  
 (129-41, 41-42), Korea  
 Kilohu (129-20, 40-58), Korea  
 Pos'yet, Hoeryong (129-45, 42-25), Sinhung  
 (127-34, 40-12), Chongju (125-12, 39-42),  
 Chinnampo (125-24, 38-44) and Haeju (125-42,  
 38-02), Korea  
 Direct

TO

Wonsan (127-26, 39-10), Korea  
 Pyongyang, Korea

Kaesongni (126-26, 37-58), Korea  
 Kaesongni, Korea

Note: The flights to Kaesongni are presumably made to an airfield  
 lying north of the 38th parallel.

Pos'yet, Yenchu (129-31, 42-55) and  
 Hutanchiang (129-37, 44-35), China  
 Hulin (135-15, 43-43), China

Chiamussu (130-21, 46-49), China  
 Chiamussu, China

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